

Richmond Dispatch.
THURSDAY, SEPTEMBER 19, 1878.

WEATHER REPORT.
INDICATIONS FOR TO-DAY.—For the Middle Atlantic States, southwest to northwest winds, partly clear and hazy weather, falling barometer, and stationary or higher temperature.
For the South Atlantic and Gulf States, Tennessee, and the Ohio Valley, falling barometer, slightly warmer, southerly winds, partly cloudy weather, and in the southwest numerous light rains.
THE WEATHER YESTERDAY was clear and warm.
THERMOMETER: 7:30 A. M., 60°; 9 A. M., 63°; noon, 77°; 3 P. M., 85°; 6 P. M., 75°; midnight, 69°.
Mean temperature, 72°.

West Virginia Letter.
[Correspondence of the Richmond Dispatch.]

COAL VALLEY, W. VA., September 14, 1878.
This town, often called Cannelton than Coal Valley, is 79 miles from Huntington and 116 from the White Sulphur Springs. It is on the Kanawha river, and is the shipping point for ten collieries. Tallant steep mountains rise on either side, and the river winds its way through the rocky impediment and made its own rough bed, and a narrow and fertile valley along its bank.
Now as to how I came here, and why I remain.
I started with the connection at Huntington Wednesday night and resolved to remain one day in that town. I left Huntington Thursday night for Richmond. The Cincinnati boat was late and the train did not wait for it. The rain was falling steadily, and a heavy fog covered the mountains, and the river was in flood. I was the only passenger, and had the sleeping-car all to myself.
The colored gentleman who had charge of the berth said, as we left Huntington: "Boss, we're going to have a nice run here." And he did.
But there was nothing better to do I went to sleep, and did not wake until we were within three or four miles of this place. I then saw that an immense rock had tumbled down from the side of the mountain, and was blocking the river. The train was stopped, and the passengers were ordered to get out. I was the only passenger, and had the sleeping-car all to myself.
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FATAL ACCIDENT.

At Coal Valley, or Cannelton, we learned that a freight train had been following us from Huntington ran into a slide near Barboursville and wrecked the engine and cars, and killed several men, and injured others. The train was loaded with coal, and the engine was a powerful one. The accident was a terrible one, and the loss was great.

A FEARFUL PLUNGE IN THE DARK.

About the same time of night a locomotive drawing a freight train became disabled between this point and Kanawha Falls. A train was started from here to its relief. It got about two miles to a point where the track crossed a piece of low-grounds on an embankment.
The locomotive had washed out in the shape of an arch. The engineer (Mulehay) was moving along very slowly, and was peering forth, intently watching the track. All ahead looked right. It seemed to him that the track was perfectly good. The rails, ties, and ballast were all in place. The locomotive was supported by the track, and he was feeling confident. But the track was not what it seemed. The rails were not in place, and the ties were loose. The locomotive was pulled back into the chasm and down it, and the tender plunged.

The tender, which had coal on top, came down, and the engine fell into the chasm. The engine was a powerful one, and the tender was loaded with coal. The accident was a terrible one, and the loss was great.

THE DEAD BODY.

The body of a deceased, greatly disfigured, was brought to Coal Valley and laid out in the depot. Hundreds of persons viewed it there. Many of the miners were not at work, and many who were, I believe, stopped and came in to see the dead body. The body was a terrible sight, and the loss was great.

FLOOD AT THE OLD VIRGINIA COLLIERIES.

The old Virginia collieries of Williams & Lewis are two miles from here, in the Morris-Creek valley. A railroad track connects the collieries with this town. This short line crosses and recrosses the creek several times. Ordinarily the creek is a little silvery stream modestly threading its way over a rocky bed through small fields and tangled woods down to the Kanawha. Miners have often cooled their thirst with its waters. Down below the patient cattle stand on its bed and fight the great waves of the river. The creek is a terrible sight, and the loss was great.

THE VALLEY HERE IS NARROW AND THE MOUNTAINS RISE PRECIPITATELY TO GREAT HEIGHTS.

The valley here is narrow and the mountains rise precipitately to great heights. The rain falling upon them descends with rapidity. So Morris Creek rose with astonishing quickness. The silvery thread became a muddy river of rushing waters, more like a river than a creek. The babbling changed into a hoarse roar. One cottage near the creek was inundated and torn from its site. The family in terror fled for their lives. Other cottages were tilted to one side. The whole population of three or four hundred souls was out, many in tears and wailing, saving their property and keeping out of the path of danger. No lives were lost. The mines were secured to prevent flooding.

BUT, alas, the short-line railroad—the great artery of business here—was almost ruined. Morris Creek, once a cheerful stream, now a raging enemy, tore up its bed, washed away its ballast, and carried off some of its bridges.

Dr. Lewis, supposing that the rain was local, braving many dangers, and after some narrow escapes, made his way to Coal Valley by 3 o'clock on the morning of Friday and telegraphed Superintendent Dunn for help. He learned that the story of Morris Creek was the story which came up from the New, the Gauley, and the Kanawha rivers and their tributaries. In

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THE DISPATCH.
TERMS OF ADVERTISING.
CASH-ADVANCE IN ADVANCE.
One square, one insertion, 10 CENTS.
One square, two insertions, 20 CENTS.
One square, three insertions, 30 CENTS.
One square, four insertions, 40 CENTS.
One square, five insertions, 50 CENTS.
One square, six insertions, 60 CENTS.
One square, seven insertions, 70 CENTS.
One square, eight insertions, 80 CENTS.
One square, nine insertions, 90 CENTS.
One square, ten insertions, 1.00.
One square, eleven insertions, 1.10.
One square, twelve insertions, 1.20.
One square, thirteen insertions, 1.30.
One square, fourteen insertions, 1.40.
One square, fifteen insertions, 1.50.
One square, sixteen insertions, 1.60.
One square, seventeen insertions, 1.70.
One square, eighteen insertions, 1.80.
One square, nineteen insertions, 1.90.
One square, twenty insertions, 2.00.
One square, twenty-one insertions, 2.10.
One square, twenty-two insertions, 2.20.
One square, twenty-three insertions, 2.30.
One square, twenty-four insertions, 2.40.
One square, twenty-five insertions, 2.50.
One square, twenty-six insertions, 2.60.
One square, twenty-seven insertions, 2.70.
One square, twenty-eight insertions, 2.80.
One square, twenty-nine insertions, 2.90.
One square, thirty insertions, 3.00.
One square, thirty-one insertions, 3.10.
One square, thirty-two insertions, 3.20.
One square, thirty-three insertions, 3.30.
One square, thirty-four insertions, 3.40.
One square, thirty-five insertions, 3.50.
One square, thirty-six insertions, 3.60.
One square, thirty-seven insertions, 3.70.
One square, thirty-eight insertions, 3.80.
One square, thirty-nine insertions, 3.90.
One square, forty insertions, 4.00.
One square, forty-one insertions, 4.10.
One square, forty-two insertions, 4.20.
One square, forty-three insertions, 4.30.
One square, forty-four insertions, 4.40.
One square, forty-five insertions, 4.50.
One square,